6:28:28 PM 6:28:28 PM PROJECT NUMBER TOTAL SHEETS :\64660| i-75 hov\|O i-75 package |\99 design\\00|0|26TYPS06.dgn USER:p0041895 H:\64660| |-75 HOV\|O |-75 PACKAGE |\PLOT F|LES\gplotborder. GA 0010126 PAVEMENT REINFORCING FABRIC - DETAIL "A" ALLOWABLE RANGES TABLE PAVEMENT REINFORCEMENT FABRIC 18" WIDE, CENTERED ON JOINT FOR THIS PROJECT, CROSS SLOPES THAT ARE ADJUSTED TO "BEST FIT" - ASPHALTIC CONCRETE 12.5 mm PEM, POLYMER-MODIFIED EXISTING PAVEMENT SLOPES ARE SUBJECT TO THE FOLLOWING LIMITS: - ASPHALTIC CONCRETE 12.5 mm SMA, POLYMER-MODIFIED — ASPHALTIC CONCRETE 19 mm SUPERPAVE STAGGER VERTICAL JOINT ONE— FOOT THIS LAYER - ASPHALTIC CONCRETE 25 mm SUPERPAVE A. NORMAL CROWN - ASPHALTIC CONCRETE 12.5 mm SUPERPAVE SECTION WITH GRADES SECTION WITH GRADES O.5% OR GREATER LESS THAN 0.5% EXISTING GAB 0.0150 FT/FT - MINIMUM 0.0156 FT/FT - MINIMUM PROPOSED WIDENING 0.0208 FT/FT - DESIRABLE 0.0208 FT/FT - DESIRABLE 0.0250 FT/FT - MAXIMUM 0.0300 FT/FT - MAXIMUM TYPICAL SECTION DETAIL TO BE USED WHEN EXISTING PAVEMENT IS TO BE RESURFACED WITH SUPERELEVATION RATE TWO INCHES OR MORE OF ASPHALTIC CONCRETE S.E. RATE SHOWN ON PLANS OR SE RATE EXISTING IN FIELD, WHICHEVER IS GREATER. SUPERELEVATION TRANSITION LENGTH (LENGTH FROM FLAT POINT TO FULL SE) CORRESPONDING DIFFERENCE IN RATE OF PAVEMENT REINFORCEMENT FABRIC 18" WIDE, CENTERED ON JOINT -CHANGE GRADE BETWEEN PIVOT POINT - ASPHALTIC CONCRETE 12.5 mm PEM, POLYMER-MODIFIED AND EDGE OF PAVEMENT - ASPHALTIC CONCRETE 12.5 mm SMA, POLYMER-MODIFIED -ASPHALTIC CONCRETE 19 mm SUPERPAVE 1:150 0.67% MINIMUM- ASPHALTIC CONCRETE 25 mm SUPERPAVE 1:200 0.50% DESIRABLE 0. 33% MAXIMUM1:300 LENGTH SHALL BE SET TO AVOID CREATING A FLAT GUTTER GRADE EXISTING ON LOW SIDE AND TO AVOID FLAT CROSS SLOPES AT OR NEAR THE LOW POINT OF VERTICAL CURVES. PROPOSED WIDENING D. POSITIONING OF SUPERELEVATION TRANSITION LENGTH ON SIMPLE CURVES 1'-O" M/N. 50% OF TRANSITION INSIDE CURVE - MAXIMUM TO DEPTH OF ADJOINING LAYER TO BE PLACED. COST OF MILLING FOR THIS WORK 33% OF TRANSITION INSIDE CURVE - DESIRABLE CENTERED ON JOINT TO BE INCLUDED IN THE UNIT PRICE BID FOR 20% OF TRANSITION INSIDE CURVE - MINIMUM PAVEMENT REINFORCING FABRIC. EXISTING PAVEMENT NOTE: CROWN WIPE-OUT SHALL BE AT THE SAME RATE AS THE SE TRANSITION. E. SMOOTHING OF BREAKS IN EDGE PROFILE AT BEGIN AND END OF TRANSITION TYPICAL SECTION DETAIL TO BE USED WHEN EXISTING PAVEMENT IS TO BE RESURFACED WITH SHALL BE ACCOMPLISHED BY VERTICAL CURVE WITH A MINIMUM LENGTH LESS THAN TWO INCHES OF ASPHALTIC CONCRETE (IN FEET) EQUAL TO THE SPEED DESIGN (IN MPH). -135 LBS/SY ASPHALTIC CONCRETE PEM, 12.5 mm, POLYMER-MOD. BITUM. MATL. - 220 LBS/SY ASPHALTIC CONCRETE STONE MATRIX ASPHALT, 12.5 mm, GP 2 ONLY, POLYMER-MOD. BITUM. MATL. - 220 LBS/SY RECYCLED ASPHALTIC CONCRETE, 19 mm SUPERPAVE - 1430 LBS/SY RECYCLED ASPHALTIC CONCRETE, 25 mm SUPERPAVE GRADED AGGR. BASE COURSE, 12" INCL. MATL. EXISTING CONC. PAVEMENT SAW CUT LINE PROPOSED NEW CONCRETE PAVEMENT, CL 3 CONC. PLAIN PC CONC. PAVEMENT, CL 3 CONC. 220 LB/SY RECYCLED ASPHALTIC CONCRETE, 19 mm SUPERPAVE GRADED AGGR. BASE COURSE, 12" INCL. MATL. STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION REVISION DATES **PARSONS** OFFICE: INNOVATIVE PROGRAM DELIVERY 3577 PARKWAY LANE, SUITE 100 NORCROSS, GA 30092 COSTING PLANS TYPICAL SECTIONS FOR DESIGN-BUILD NOT TO SCALE 5-06 1-75 WIDENING